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CENTRAL INTELLIGENCE AGENCY

INFORMATION REPORT

25X1A

COUNTRY Poland

SUBJECT Port Information: Stettin

25X1A

PLACE ACQUIRED (BY SOURCE)

DATE ACQUIRED (BY SOURCE)

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THIS IS UNEVALUATED INFORMATION

The Navy interviewing officer assigned an evaluation of "C-2" to the report and stated that reporting officers were handicapped by having only one hour in which to interview source, which posed a limiting factor on the quantity of information obtainable. He further stated that source has previously furnished information to the Navy.

/THE OFFICE OF NAVAL INTELLIGENCE FURNISHED THE FOLLOWING INFORMATION TO CIA FOR IAC DISSEMINATION IN ACCORDANCE WITH PARAGRAPH 3 c OF NSCID #7 (DIO, 8ND [illegible] 5-54)./

1. The information contained herein is based on personal observations of the source.

2. Alphabetical Designators Coordinated with information reported herein, specific points are located on overlay to BA Chart No 185 and identified by the following alphabetical designators:

   A - Source's berth
   B - Electrical power station
   C - Oil storage tanks
   D - Four merchant vessels lifting coal or sulphur
   E - Three merchant vessels lifting coal
   F - Restricted area
   G - Coal berth

3. Details of Arrival Source visited subject port 27 to 28 September 1953 in a merchant marine vessel arriving in ballast, 77.20 meters long, drawing 5.20 meters of water, having transited the "first port of entry," Swinemunde, the day before.

4. Approach Pilot boarded vessel out of Swinemunde and brought her to wharfside at designator A.

5. Formalities The official boarding party came aboard at wharfside and conducted a 4-hour search and inspection. The crew was not mustered while vessel was being inspected by a searching squad armed with pistols and submachine guns. Radios and cameras were sealed and no one was allowed ashore during stay in

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port. Prior to departure a similar inspection was conducted of 2½ hours' duration.

6. Cables and Bridges No overhead cables or bridges were passed under during the call.

7. Tugs No tugs were employed in working source's vessel into berthing or in entering port. Tugs were observed assisting other vessels in entering and shifting and were thought to be about 11 in number, all large German types of about 250 horsepower.

8. Lighterage No lighters were noted.

9. Tides and Currents There were no tides or unfavorable currents in the Ober River.

10. Utilities Water, both for drinking and boiler purposes, was available by pipeline at wharfside. No water was taken by this vessel, therefore supply, quality and delivery figures are unknown. DC electric power was available at the dock though not considered adequate; it is derived from the old German power station at designator B. Source stated that there was a modern power station constructed by the Germans during World War II but was subsequently destroyed by the Soviets.

11. Fuel There were three pipelines at wharfside; one benzol, one gasoline and one for an undetermined type of oil. All are in abundant supply, having six-inch connections.

12. Supplies Only supplies known to be available were provisions in the form of emergency foodstuffs such as eggs, butter and meat. Their quality was unknown.

13. Clearance Facilities There is an old standard-gage German railroad spur located on the wharf, as shown near designator A.

14. Rolling Stock One railroad train was observed of from 30 to 32 tank cars. The equipment was described as regular German construction, the tank cars having a capacity from 15 to 18 tons.

15. Wharf The wharf at designator A was a quay type; stone filled with wooden deck and about 300 meters in length. The main function of the wharf is to facilitate petroleum cargoes It has one antiquated wooden boom used to hoist and position fuel lines. The capacity of this rig was estimated at one ton. An office, housing the petroleum facility personnel, is located at an undisclosed location on the wharf. This office is located in an old house which is currently in disrepair.

16. Petroleum Tanks Located on the wharf, designator C, and arranged as shown are six petroleum tanks. Four of these had an estimated individual storage capacity of two thousand tons; the other two had an estimated capacity of 500 tons each. A railroad spur runs parallel to the face of the wharf, inboard of the tanks, and serves the facility.

17. Security Guards The area around the Petroleum tanks was heavily guarded by what source described as "female industrial police."

18. Surveillance of Vessel A three-man guard was stationed on the wharf beside the vessel during her stay in port. They were armed, uniformed and stationed at the bow, beam and stern.

19. Port Entrance Regulations Before a vessel is permitted to enter port a deposit must be made to the port authorities, payable in US currency; $500 was required for source's vessel. Source stated this deposit is held for possible indemnification against damages sustained by visiting shipping. He stated he knew of a Finnish ship which damaged four support stanchions along the face of a wharf while coming alongside and was assessed $35 thousand.

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20. Cargo This vessel, arriving in ballast, lifted one thousand tons of benzol for discharge London, England.

21. Shipping Noted At designator D four foreign merchant ships were loading either coal or sulphur in bulk. One was a small Finnish coastal vessel, two were Danish of 1200 and 1500 gross tons, and the fourth unidentified. At designator E, three foreign merchant vessels were loading coal. One vessel was Swedish of about four thousand gross tons, one was the 400 gross ton German Vessel RUHR and the third a British liberty ship.

22. Restricted Area Area designated F on the overlay was for unknown reasons a restricted zone. It is heavily guarded and elevated sentry towers along its perimeters similar to the one sketched.

23. Coal Wharf Wharf at designator G was observed to be used exclusively for discharging or lifting coal cargoes.

/Available on loan from the CIA Library is sketch referred to in paragraph 22 above, as well as overlay to BA Chart No 185./

- end -

[illegible] AREA CODES

756.571	4M(PM)
756.541	55M
756.547	55M
756.549	55M
756.544	55M
756.543	55M
6/735.5	55M
756.573	55M
7-11/711.114	22M(PM)
7-12/711.114	55M(GM)
756.571	21M(PM)
756.571	11M(PM)
756.571	22M(PM)

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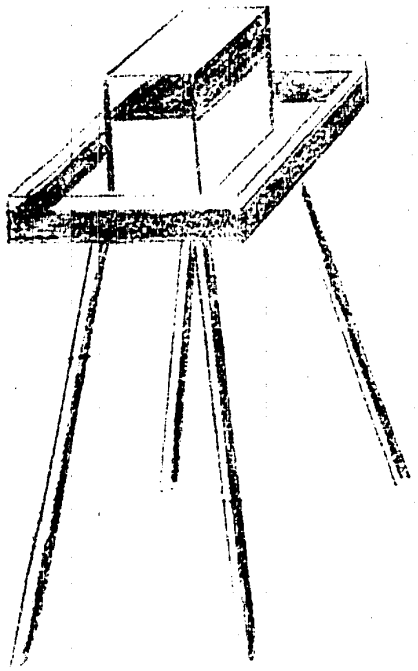

SENTRY TWR. (SEE PARA. 2L)

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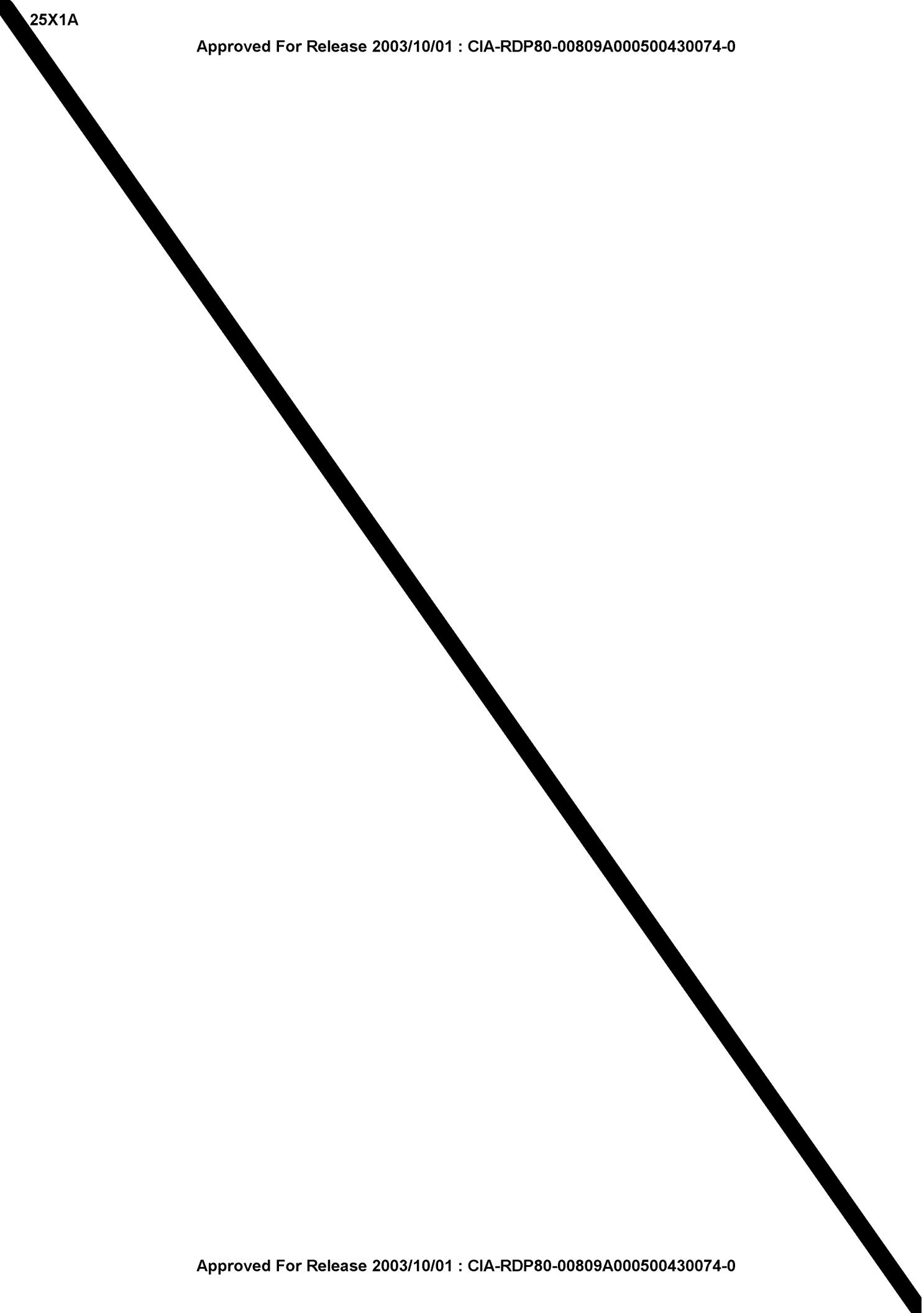

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